



A SERIES OF SPECIAL ARTICLES
BY THE LEADING WAR CORRESPONDENTS

WOMAN PILOT

By Cornelia Fort

(WNU Feature—Through special arrangement with Woman's Home Companion.)

(Here is one of the most remarkable articles ever published—a personal story by the first woman pilot to die on war duty in American history. Shortly after it was written, Miss Fort, 24, of Nashville, Tenn., was killed when the bomber she was piloting crashed in Texas.)

I knew I was going to join the Woman's Auxiliary Ferrying Squadron before the organization was a reality, before it had a name, before it was anything but a radical idea in the minds of a few men who believed that women could fly airplanes. But I never knew it so surely as I did in Honolulu on December 7, 1941.

At dawn that morning I drove from Waikiki to the John Rodgers civilian airport right next to Pearl Harbor, where I was a civilian pilot instructor. Shortly after 6:30 I began landing and take-off practice with my regular student.

Coming in just before the last landing, I looked casually around and saw a military plane coming directly toward me. I jerked the controls away from my student and jammed the throttle wide open to pull above the oncoming plane. He passed so close under us that our celluloid windows rattled violently and I looked down to see what kind of plane it was.

The painted red balls on the tops of the wings shone brightly in the sun. I looked again with complete and utter disbelief. Honolulu was familiar with the emblem of the Rising Sun on passenger ships, but not on airplanes.

I looked quickly at Pearl Harbor and my spine tingled when I saw billowing black smoke. Still I thought hollowly it might be some kind of coincidence or maneuvers. It might be, it must be. For sure, dear God!

Then I looked way up and saw the formations of silver bombers riding in. Something detached itself from an airplane and came glistening down. My eyes followed it down, down, and even with the knowledge pounding in my mind, my heart turned convulsively when the bomb exploded in the middle of the harbor.

I knew the air was not the place for my little baby airplane and I set about landing as quickly as ever I

could. A few seconds later a shadow passed over me and simultaneously bullets spattered all around me.

Suddenly that little wedge of sky above Hickam Field and Pearl Harbor was the busiest, fullest piece of sky I ever saw.

We counted anxiously as our little civilian planes came flying home to roost. Two never came back. They were washed ashore weeks later on the windward side of the island, bullet-riddled.

When I returned, the only way I could fly at all was to instruct Civilian Pilot training programs. Weeks passed. Then, out of the blue, came a telegram from the war department announcing the organization of the WAFFS, and the order to report within 24 hours if interested. I left at once.

Because there were and are so many disbelievers in women pilots, especially in their place in the army, officials wanted the best possible qualifications to go with the first experimental group. All of us realized what a spot we were on. We had to deliver the goods or else. Or else there wouldn't ever be another chance for women pilots in any part of the service.

The attitude that most nonfliers have about pilots is distressing and often acutely embarrassing. They chatter about the glamour of flying.

Well, any pilot can tell you how glamorous it is. We get up in the cold dark in order to get to the airport by daylight.

You are either too cold or too hot. If you are a female your lipstick wears off, and your hair gets straighter and straighter. You look forward all afternoon to the bath you will have, and the steak. Well, we get the bath, but seldom the steak: sometimes we are too tired to eat and fall wearily into bed.

None of us can put into words why we fly. It is something different for each of us. I can't say exactly why I fly, but I "know" why as I've never known anything in my life. Of this I am most positive.

I knew it when I saw my plane silhouetted against the clouds, framed by a circular rainbow. I knew it when I flew up into the extinct volcano Haleakala on the island of Maui, and saw the gray-green pineapple fields slope down to the cloud-dappled blueness of the Pacific.

Cover Crops Check Erosion And Increase Crop Yields

One of the simplest ways to increase crop yields is by generous use of green manure and cover crops. Keeping the land covered with a green crop when the soil is not in actual production will reduce erosion materially, experts say. When erosion is reduced, organic matter and fertilizing elements are kept in the soil instead of being allowed to escape with the run-off water. Tests have shown that the silt carried away from a field contains about four times as high a percentage of nitrogen and organic matter as was found in the original topsoil.

A good green crop takes up the mineral elements in the soil and holds them in available form for the next crop. Legume green manure or cover crops also gather nitrogen from the air and make it available for plant growth. Under wartime conditions, it is especially important that the farmer make use of as much of this nitrogen from the atmosphere as possible.

If you are working your soil intensively be sure to plan for a seeding of ryegrass at the time of the last cultivation of your cash crops. Experts say, no other soil conserving practice can be so cheaply and easily applied as using plenty of cover in place of bare land.

Star Dust

STAGE SCREEN RADIO

By VIRGINIA VALE
Released by Western Newspaper Union.

AFTER spending six months in Hollywood, airing his tremendously popular "Take It or Leave It" show and making a picture for 20th Century-Fox, Phil Baker returns to New York with a pretty good idea of who's smarter, West coast contestants or those from the East. But he's a cagey soul; when asked about the results of his own private survey he replied "America's intelligence is



PHIL BAKER

nation-wide." He's going to be asking "Take It or Leave It" questions Sunday nights at the New York CBS studio.

Columbia's taking a chance by having Marguerite Chapman play a full-fledged Nazi throughout most of "Appointment in Berlin"—on the theory that too much sweetness and light hampers the build-up of a new feminine star. They hope the public will agree with that theory. Well, it certainly worked in Bette Davis' case—just see what an unpleasant role did for her!

Henry Koster and Joseph Pasternak are united again; they're the pair who worked together on many of the pictures that carried Deanna Durbin from obscurity to stardom. Their first joint effort at Metro will be "Music for Millions," starring Lana Turner.

Nowadays there's a sign saying "No Women Visitors" on the "Cry Havoc" set at Metro. The 13 feminine members of the cast had put in four weeks minus make-up, with straight hair, and wearing soiled overalls—and Hedy Lamarr dropped in, wearing white chiffon!

Arthur Lake of the "Blondie" series announced the other day that he has only a pint of blood left in his body. He's been to the blood bank six times in the past 18 months. "And I've read that there are only seven pints of blood in one's body!" says he.

Bob Hannon, new NBC singing star, is headed for an important role in Warner Bros.' "Shine On, Harvest Moon," the film based on Nora Bayes' life, in which Ann Sheridan will have the leading role. Dennis Morgan suggested him for the part.

ODDS AND ENDS—Charles Martin's book on writing for radio will be published within the next few weeks. . . . Alec Templeton's preparing a parody on Victory Gardens to end all parodies on same. . . . Kate Smith's an autograph collector; her latest is that of Field Marshall Wavell, which she got when she sat next him at a night baseball game. . . . "Forever and a Day" has a cast including 78 stars, all the big English ones. . . . "Bob Crosby and Company" is the title of the youngest Crosby's new radio show, to be heard Friday evenings, over NBC. . . . United Artists wants to film Sammy Kaye's "So You Want to Lead a Band."

Lovely Tulip Apron In Colorful Applique



YOU can retain the lovely beauty of the tulips by making this flower-like apron. Sprinkle it with vivid tulip-colored patchwork pieces. It will brighten your appearance with its dainty freshness.

To obtain pattern for Applique Tulip Apron (Pattern No. 5400) send 15 cents and one cent for postage in coins for each pattern desired, your name, your address and pattern number.

HOME NEEDLEWORK
106 Seventh Avenue New York City

Recreation Kits Contain Books, Films, Even Piano

A dozen different kinds of recreation kits have been given to our soldiers by the war department, says Collier's. For example, Kit "C" contains 2,000 books; "J" sound-picture projectors and films; "B-1" radios, phonographs and an amplifier; "D" violins, guitars, a small piano; "A" boxing gloves and equipment for baseball, football and softball; "F" playing cards, poker chips, dice and sets of many games, including chess, checkers and backgammon.

One thing a soldier is afraid of is a display of emotion. That's why his slang so often sounds derogatory. For example, he refers to the silver eagles on his colonel's shoulder straps as "buzzards." But when he speaks of his favorite cigarette, he says: "Camels." They're first with men in the Army as well as with Sailors, Marines, and Coast Guardsmen. (According to actual sales records in service men's stores.) And though there are Post Office restrictions on packages to overseas Army men, you can still send Camels to soldiers in the U. S., and to men in the Navy, Marines, and Coast Guard wherever they are.—Adv.

NO ASPIRIN

can do more for you, so why pay more? World's largest seller at 10¢. 36 tablets 20¢, 100 for only 35¢. Get St. Joseph Aspirin.

And They're Trumpeters
The instrument blown by army buglers is not a bugle, but a trumpet.



Heaven-Sent Prophet
Hope is a prophet sent from heaven.—E. R. Sill.

SNAPPY FACTS

ABOUT RUBBER



The first privately owned turnpike toll company to be organized in this country was the Philadelphia and Lancaster Turnpike Co., incorporated in 1792. New York was the first state to charge an automobile registration fee to pay highway costs and in 1901 collected \$954 in such fees.

In 1843 an English woman obtained a patent for a pavement material consisting, among other things, of "oil rubber."

Eleven per cent of the tires of the 25,400 passenger cars on New Jersey farms were found to be "bald" in a check made by Rutgers University.

Jersey Shaw

In war or peace

B.F. Goodrich

FIRST IN RUBBER

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★ The U. S. Government has asked us all to do everything possible to conserve fuel. By serving Kellogg's Corn Flakes frequently you can effect important savings in electricity, gas and other cooking fuels.

Save time—work—other foods, too!



Kellogg's Corn Flakes are restored to WHOLE GRAIN NUTRITIVE VALUES of Thiamin (Vitamin B₁), Niacin and Iron.



The DEBUNKER

By John Harvey Furbay, Ph.D.



ARE NEVER MADE OF CORK!

Nobody ever saw a cork leg, yet many people think that artificial limbs are made of this material. The name had its origin in the fact that a Doctor Cork is supposed to have designed the first artificial legs—but he did not use any cork. Artificial limbs are usually made of wood, metal and leather. Many medical devices are named for physicians who first invented them, and some organs of the body are named for doctors who first found their use.